



Hughes and Hough

ATTORNEYS TO THE GOVERNMENT,
AND ADMIRALTY.

General Auctioneers

Share, Coal and

General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.O. 4th & 5th Editions.
A.L. TELEGRAPHIC CODES.

Telegraphic Address:
MEIRION HONGKONG.

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction.

FRIDAY,

the 11th July, 1913, at 11 A.M., at their Sales Rooms,
No. 8, Des Vaux Road, Corner of
Turkish Bath T-wals, Single and Double
Bed Sheets, Irish Embroidered Pillow
Cases, Bolster Cases, Single and Double
Bed Quilts, Try and Panty Cloths, Bath
Mats, Ladies' and Gents' Handkerchiefs,
Damask Table Cloths and Serviettes,
Gents' Summer Vests, White and Cream
Lace Curtains, Ladies' and Gents' Hosiery
and a few lots of English made Tunic
Shirts.

A few lots of Table Plate and Rogers' Cutlery.
Terms:—As usual.
HUGHES & HOUGH
Auctioneers.
Hongkong, July 5, 1913. 849

JAPANESE MAKERS.

EVERY KIND
OF
Footwear
MADE
TO
ORDER

OHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel,

Telephone No. 491.

Hongkong, May 5, 1913.

NOTICE

HIGH-CLASS PRINTING

BOOK BINDING

THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

respectables, Trade Circulars

programmes, Menus, etc., etc.

Artistically Arranged and

Carefully Printed.

Mean 'Yon' and 'promot' dailies

and send us the 'copy' we do the rest.

THE

CHINA MAIL

typhoon Guide

20 cents.

Don't forget after the Show Supper

Light Refreshments

ALEXANDRA CAFE

Open till Midnight

ENTERTAINMENT.

THEATRE ROYAL

HONGKONG.

FOR 10 NIGHTS ONLY

Commencing FRIDAY, July 4th, 1913.

MAURICE E. BANDMANN Presents,

THE NEW BANDMANN

OPERA COMPANY.

WEDNESDAY, July 3,

'THE PINK LADY'

from the Globe Theatre, London.

THURSDAY, July 4,

'THE COUNT OF LUXEMBOURG'

from Daly's Theatre, London.

FRIDAY, July 5,

'PRINCESS CAPRAICE'

from the Shaftesbury Theatre, London.

SATURDAY, July 6,

'THE GEISHA'

from Daly's Theatre, London.

The Record Success.

MONDAY, July 8,

'THE GIRL IN THE TAXI'

Still the Biggest and Brightest Success

now playing to capacity houses in London.

TUESDAY, July 9,

'FAREWELL PERFORMANCE CE.'

Particulars to be announced later.

Doors Open at 8.30.

Commence at 9 Sharp.

PLANS NOW OPEN AT MOUTRIE'S.

Hongkong, June 26, 1913. 814

BYSACK'S

HIPPODROME CIRCUS.

WESTERN G. TE.

WONG SEA, CANTON.

Performance Daily.

LOCATION: CONVENIENT FOR

FOREIGNERS RESIDENT

IN SHAMSEEN.

Entire Circus and

Menagerie.

Hongkong, July 8, 1913. 867

NORTH BRITISH & MERCHANTS

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE JOKAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1911:

£22,561,238.

Authorized Capital £2,000,000

Subscribed Capital £2,000,000

Paid-up Capital £2,437,500

—Fire Funds..... 3,899,114

—Life & Annuity Funds..... 16,138,180

Sinking Fund Account..... 56,612

£2,561,238.

Revenue Fire Branch..... 3,567,108

Life and Annuity Branch..... 1,973,269

Revenue Marine Department..... 282,692

Other Receipts..... 430,185

£2,561,238.

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are set aside to meet

the claims under the respective Depart-

ments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,

GENERAL MANAGERS, HONGKONG

J. T. HAMILTON, GENERAL MANAGER

FOR THE EAST, TOKYO.

New Insurance Paid for..... £ 25,837,500

Outstanding Insurance amounts..... £22,561,238

Assets amount to..... £104,068,658

Surplus amounts to..... £ 17,822,756

Dividends to Policyholders..... 10,676,151

Total paid Policyholders 1910..... 53,439,260

Total Expenses for 1910..... 10,392,052

Gross earnings from Interest..... 21,646,621

Gross rate of Income from Investments—1910..... 4.42%

Hongkong, Feb. 23, 1913.

SIEN TING

Surgeon Dentist

No. 1A, D'ARQUEL STREET.

TERMS VERY MODERATE

Consultation Free.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO NERVE FOOD.

This latest discovery of modern science for premature

decay of vitality, gives tone to the exhausted system,

restores the failing energies and imparts new life and

energy to those who have recently passed out, or

aged up and exhausted. Send for free literature.

Write for Free Booklet to P.O. Box 114, Seattle, U.S.A.

The Vetsarzo Nerve Food Co., General Distributors.

PROSPERITY OF HONGKONG.

The foundation and initial success of the Hongkong University has attracted considerable attention to the Colony itself. Reference has already been made in our telegrams to a recent article in "The Times" recalling some incidents in the occupation of the island by the British, in order to show how wonderful has been the development of this granite rock which, seventy years ago, served only as a refuge for a few pirates. This summary of past events is designed to illustrate the great interest that has always been taken in educational work in Hongkong, and the possibilities of the university scheme. That this institution, if developed on the lines laid down by the founders, will have a very far-reaching effect on the relations of East and West, and particularly on those of Great Britain and China, has been widely recognized. For this reason British merchants and manufacturers have not been slow to display practical interest in the University. When Sir Horsemann Mody offered to erect the necessary buildings if the Government would find a site, the British firms in Hongkong came forward with very handsome donations. At a later date, when machinery and appliances for practical demonstrations in engineering were asked for they were forthcoming, and there is every reason to believe that the additional requirements in this respect that have recently been made known, will be met at once. It will thus be seen that Great Britain has been swift to recognize the advantages accruing to those who take an active part in feeding the apparently insatiable desire of the Chinese for western learning. That other nations also are fully aware of the importance of undertaking educational work in China has been clearly demonstrated, particularly by Germany, France and the United States.

It goes without saying that Sir Charles Elliot, Vice-Chancellor and administrative head of the Hongkong University, is carrying out his duties not only with ability and enthusiasm but with a keen appreciation of the desires of the founders and sympathy with the students in their pursuit of knowledge. The speeches that he has delivered in different parts of China, as well as in Hongkong, stamp him as one who will leave no stone unturned in his effort to make the University a living factor in the development of the Chinese Republic. That the Home authorities are anxious to support him is shown by the recent decision of the General Medicine Council of Great Britain to recognize the degrees in medicine and surgery of this University, granted after examination, for registration in the Medical Register. But the establishment of the University has not been completed. There is a special desire for medical chairs endowed in such subjects as anatomy and tropical medicine, while the need for professors in pure and applied science is no less urgent. Further, it is hoped that ancient Chinese literature will find a secure home in the University library. When these needs are met, doubtless others will spring up, but the station which has been responsible for the development of this island colony will certainly not slacken its energies in the promotion of a work that must immeasurably increase the prestige of Great Britain in China. Hongkong in the future, therefore, will take on a new importance. Not content with being one of the largest ports in the world it promises to develop into one of the most important educational centres in the Far East.

A visitor to Hongkong after an absence of a few years cannot but be struck with the progress that has been made. Reclamation works have been extensively carried out, handsome buildings, such as the new Law Courts and the Post Office, erected, the Admiralty and Tai Koo Dock have been completed, the British section of the Kowloon-Canton Railway is turning increasing support, and a handsome station will shortly be erected at Kowloon. Progress is the keynote to the work in the new territories. Everywhere development is visible and, with the advent of larger ships, the question of deepening the harbour has come prominently to the fore. It is true that the port has lost some trade by ships proceeding direct to southern ports, but with increased trade to Manila, the new liners of the Canadian Pacific Railway, the Peninsular and Oriental, the Messageries-Maritime and the Norddeutscher Lloyd companies, besides innumerable fast cargo vessels, sailing at the port, its trade continues to grow, and in due course, no doubt, will come direct rail communication with Europe by the Kowloon-Canton-Hankow Railway. Such a record is all the more creditable when contrasted with the calamities which Hongkong has suffered from time to time, and with the undoubted cause that it has to complain of the treatment received at the hands of the Home Government. It might have been given the most up-to-date wireless telegraphy station; it deserved more sympathetic treatment from the Foreign Office in the matter of the opium farms; while the military contribution swallows up funds that could be utilized in necessary works. Formerly an Imperial grant was made to the Colony, but this ceased in 1855, and Hongkong became dependent upon its own resources. Now it pays a military contribution which increases in ratio to its revenue. But, thanks to a succession of able Governors, Hongkong has forged ahead, and the future of the British headquarters in the Far East may be contemplated with optimism.

GEO. P. LAMMERT

AUCTIONEER.

SHARE & GENERAL BROKER.

PUBLIC AUCTION.

THE Underigned has received instructions to sell by Public Auction

on

FRIDAY,

the 11th July, 1913, commencing at 11 A.M.

A QUANTITY OF

GENT'S AND LADY'S BOOTS AND SHOES

in black and tan

GENT'S SORT SUITS, STRAW HATS,

etc., etc.

Also

36 Rolls Okefuo Pongee.

On view from Thursday the 10th

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Kowloon, June 25, 1913. 812

TO LET

TO LET.

HEGR-UND FLOOR of No. 6 Des

VORX Road Central, consisting of

Strong Room and out-house suitable for

BANK or COMMERCIAL OFFICE, ready for

immediate occupation.

Apply to:

DAVID SASSOON & Co., Ltd.

Hongkong, July 4, 1913. 846

TO LET.

153, PRAYA EAST, GODOWN.

FOR SALE OR TO LET.

UNFURNISHED House at the Peak.

Apply to

THE HONGKONG LAND INVEST

MENT & AGENCY CO. LD.

Hongkong, June 2, 1913. 1094

TO LET.

FROM 1st JULY 1913.

NO. 2, MOUNTAIN VIEW, The Peak.

Apply

LINSHEAD & DAVIS.

Hongkong, June 9, 1913. 729

TO LET

SHOP with Godown attached, NATHAN

ROAD, Kowloon.

Kowloon Marine Lot No. 43 with wharf.

Apply to

HUMPHREYS' ESTATE & FINANCE

Co., Ltd.

Hongkong, June 1, 1913.

TO LET.

MEIRION, No. 10, Peak, furnished or

unfurnished, 6 Rooms.

No. 21, SHELLY STREET,

To let or for sale, GLIMSHIEL,

Barrow Road, No. 124, Peak, 5 rooms.

CRAIG RYBIE, No. 4, the Peak, to let; fine situation; 8 rooms; tennis and

request lawn.

Furnished, KIRKENDALL, No. 113,

The Peak, till 30th September. Immediate

possession.

One GODOWN, Daddell Street,

No. 69 The Peak, 6 CAMERON

VILLAS, Mount Kallie.

FOR SALE.

HARTING and ROGATE, on part of

Kowloon Island Lot No. 1164.

LADDOCKE, No. 9, Conduit Road,

Finis View of Harbour, 8 Rooms, 3 Bath-

rooms, Garden and Tennis Court. Accom-

modation for 30 persons.

Apply to

LINSHEAD & DAVIS,

2nd Floor, Alexandra Buildings.

Hongkong, Aug. 2, 1911. 61

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE FINANCIAL AND

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM

VARIOUS PORTS IN CHINA AND JAPAN.

\$8.50 per Annum delivered in Hongkong

\$12.50 to all other parts.

5, WELLS STREET, HONGKONG.

THE

CHINA MAIL

Washing Books.

10 cents.

A Stimulant as Satisfactory as Alcohol.

O.T.

O.T. is the long-wanted happy medium between a "hard" and a "soft" drink. It compares with spirituous liquors in its stimulating qualities, its satisfying body and its piquant bite—but it is free from alcohol, and is without in

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$15,000,000
RESERVE FUND... \$15,000,000
STOCKS... \$15,000,000
BILLS... \$15,000,000
REVENUE... \$15,000,000
PROFITS... \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landis, Chairman.
G. E. Galloway, Esq.,
P. H. Galloway, Esq.,
G. R. Galloway, Esq.,
F. L. Galloway, Esq.

CHIEF MANAGER:
HONGKONG—N. J. STARR.
SHANGHAI—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months 2 1/2 per cent. per annum.
For 6 months 3 per cent. per annum.
For 12 months 3 1/2 per cent. per annum.
N. J. STARR,
Chief Manager,
Hongkong, May 13, 1913.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 4 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STARR,
Chief Manager,
Hongkong, July 1, 1913.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL... £1,200,000
RESERVE FUND... £1,200,000
STOCKS... £1,200,000
BILLS... £1,200,000
REVENUE... £1,200,000
PROFITS... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager,
Hongkong, April 9, 1913.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital... £1,500,000
Subscribed... £1,500,000
Paid-up... £1,500,000
Reserve Fund... £1,500,000

BANKERS.

BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager,
Hongkong, July 1, 1913.

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL... ¥40,000,000
PAID-UP CAPITAL... ¥40,000,000
RESERVE FUND... ¥40,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS AT:
AMSTERDAM, LONDON, BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, Kobe, MANILA, Peking, SHANGHAI, Tientsin, YOKOHAMA.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be ascertained on application.

KISHI ONO,
Manager,
Hongkong, March 31, 1913.

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1854.
AUTHORISED CAPITAL... 100,000,000
PAID-UP CAPITAL... 100,000,000
RESERVE FUND... 100,000,000
STOCKS... 100,000,000
BILLS... 100,000,000
REVENUE... 100,000,000
PROFITS... 100,000,000

HEAD OFFICE—AMSTERDAM.
HEAD AGENT—RATVIL.
BRANCHES—Singapore, Penang, Shanghai, Hongkong, Batavia, Sourabaya, Djember, Cheribon, Tegal, Pecalongan, Tjilatjap, Soerakarta, Djokjakarta, Bandjoeang, Padang, Medan, Teluk Betong, Soerabaya, (Achen), Makassar, Bandjermasin.

Correspondents at Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Malbourne, Sydney, New York, San Francisco, etc.

London Bankers—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per cent. per annum on balances.
On Deposits 12 months 4 per cent. per annum.
On Deposits 6 months 3 1/2 per cent. per annum.
On Deposits 3 months 3 per cent. per annum.
A. F. van REEF, Agents,
Hongkong, May 19, 1913.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE... \$7,000,000
Equal... \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.
MAILS AND TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEO. HOGG,
Manager,
No. 3, Queen's Road Central,
Hongkong, November 1, 1912.

AGENTS.

LONDON—F. ALLEN, 11 & 2, Old Bailey.
LONDON—Lombard Street, N. B. Brown & Co., Ltd., 183, Queen's Road, Victoria.

NEW YORK—T. L. BROWN, Ltd., 20, Broadway.
NEW YORK—F. ALLEN, 11 & 2, Old Bailey.

PARIS AND EUROPE, MATTHEW PERAL & Co., 13, Rue de la Grange, Paris.

NEW YORK—T. L. BROWN, Ltd., 20, Broadway.
NEW YORK—F. ALLEN, 11 & 2, Old Bailey.

PHILIPPINE ISLANDS—A. S. WATSON & Co., Manila.

CHINA—DUNN, FARLEY & Co., Hongkong.
CHINA—DUNN, FARLEY & Co., Hongkong.

THE CHINA MAIL, LTD.
5, Wyndham Street, Hongkong.

Typhoon Map & Guide.

Price 40 cents.

THE ALEXANDRIA CAPE...
The Alexandria Cape...
The Alexandria Cape...
The Alexandria Cape...

A Celebrated Violiniste



Nervous Fatigue, Languor—

The power to excel, the confidence which ensures her brilliant successes, says the talented violinist, Miss Sybil Keymer, is entirely due to her abundance of vigorous nerve force created by Phosferine. How greatly the numerous distinctions and triumphs of this accomplished musician are promoted by the brain energy and physical stamina developed by Phosferine, is evident from Miss Keymer's admission that the tonic "enabled me to do myself justice." This power to excel, this ability to make perfect use of her skill, depends upon the marvellous control and steadiness of the muscle nerves Phosferine has given her, and to which she owes the entrancing tone and quality of her musical renditions. Naturally, this energising effect of Phosferine was accompanied by the disappearance of the headaches, listlessness, and fatigue, which were the bane of her public appearances, and it is this happy outcome which impels Miss Keymer to testify to the exceptional advantages to be derived from Phosferine.

Promptly Remedied.

Miss Sybil Keymer, "Riverside," Albany Rd., Leighton Buzzard, Eng., writes: "I think I should inform you that I have recently derived very great benefit from the use of Phosferine. In the course of my profession I have to travel a good deal in getting to my various concerts, and I find that since using Phosferine I am never troubled with the headaches and listlessness which follow a long railway journey, particularly during hot weather. This is of very great importance to me, as frequently only a very little time elapses between reaching my destination and the commencement of a concert, and it is such a relief to feel fresh and ready for playing in public undisturbed by the fatigues of long travelling. It is because I feel that Phosferine enables me to do myself justice as a violinist, preventing any of the unsteadiness of the muscle nerves, which is so harmful to tone and quality, that I confidently commend the tonic at every opportunity."—July 11, 1912.

PHOSFERINE

GREATEST OF ALL TONICS

A PROVEN REMEDY FOR:
Influenza, Apathy, Nervousness, Premature Decay, Mental Exhaustion, Loss of Appetite, Nervous Debility, Exhaustion, and all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic

Phosferine has been supplied by Royal Commands to:
The British Royal Family, H.M. the Emperor of Russia, H.M. the King of Spain, H.M. the King of Greece, H.M. the Queen of Romania, and the Imperial Family of China.

The 2/6 size contains nearly four times the 1/12 size.
PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

"SAVAGES" AT DINNER.

Amusing Speech by a Woman Novelist.
"Savages" of many arts and crafts—unconventional wanderers in the realm of literature and music—pitched their camp "at the Connaught Rooms, Grosvenor Street, London, on 7th ult., and entertained their "squaws" and distinguished visitors at a banquet and feast of song and music, rarely excelled in English social gatherings. In other words, the Savage Club, known throughout the world for its true Bohemianism, gave its annual entertainment to the ladies.

Talks were given by the club's inspiration from the great North-West, so that not only did the invitation bear the portrait of a boisterous North American Indian chief, but the menu card, decorated by Mr. Raven Hill, showed a squaw admiring herself in a hand mirror, whilst her unfortunate husband struggled with a cookery book and an aged fowl. The cartoon was embellished with numerous subtle allusions to the Intohkey and the pipe of peace.

The Earl of Dunraven, who was "the chief savage," in proposing the toast of "The Ladies," stated that there could not be any possible difference of opinion that in the greater republic of letters and of the arts there was a perfect equality amongst the sexes. It was the individual who counted in the end.

Miss Alice Perrin, the well-known writer of Anglo-Indian novels, in a witty response, reviewed the several definitions of a lady that had appeared through the ages. At school, she said, they were taught that a lady was a woman who did not work with her hands. A more modern dictum suggested that one knew a woman by her politeness, whilst a schoolboy had recently described Salome as "a lady who crossed herself in beads and danced before Harolds." The one person whom it was necessary to address to call a lady was the female most unlikely to be one. It was not wise, for instance, when advertising for a large umbrella to write: "Would the woman who substituted her kindly return the article to its owner?" Referring to gentleness she reminded them that it had been stated that an "immature man lived like a gentleman, and died like a dog, whilst a married man lived like a dog, and died like a gentleman." In their entertainment that evening, however, the "Savages," married or unmarried, had arranged things in the manner of gentlemen.

During the evening, the "Savages" were provided, the contributors being: Miss Nora d'Arge, Miss Maud Horne, Miss Mary Lindsay, Miss Oona Marah, Miss Muriel Terry, Miss Dorothy Varick, Miss T. C. Stoddard Bonnet, Arthur Blackley, Robert Chignall, Walter Churcher, Tom Clapp, F. Franklin Oliver, Dennis Drew, Frank Foster, Reginald Groom, John Henshaw, Nelson Jackson, Alfred de Manby, Harold Samuel, Lance Thackeray, and Lucie Waller. Members: G. A. Lidgely and Harold Samuel were the accompanists.

The guests on arrival were received by the Earl of Dunraven and Lady Ardco. Amongst the guests, who numbered over 300, were Colonel V. Bagot, Sir William Bennett, Lieut. Colonel Sir R. and Lady Havelock Charles, Major A. Y. Cheryle, Dr. and Mrs. Maitland Coffin, the Rev. Mr. Drury, Sir J. and Lady Mackenzie Davidson, Captain Grant, Dr. Selwyn Harvey, Lord and Lady Haddo, the Hon. Cecil and Miss Lrby, Dr. R. H. and Mrs. Jamieson, the Countess of Kimberley, Dr. Rudolf Lossing, Mrs. E. M. and Mrs. McGree, the Hon. Mrs. McLaren Morrison, Captain C. Mansel Jones, Dr. Rudolph Jessel, Colonel E. North, Lieut. Colonel J. Mackenzie Rogers, Captain Powers Symington, Sir A. Scott-Gatty, Sir George and Lady Scott, Professor W. R. and Mrs. Smith, General Sir Alfred Turner, Lord and Lady Tenterden, Major and Mrs. G. Harley Thomas, Miss Gladys Unger, Sir Edmund and Lady Walker, Sir James and Lady Walker, Sir W. Grey Wilson, Captain Brook Webb, Lady Isabel Wolhouse, Colonel T. Wilson, Mr. W. E. Kelly, Miss Ada Culling, Mr. Thomas Cutting, Mrs. Goodman, Mr. Charles Perkin, Mr. A. H. Haig, Mr. and Mrs. Conrad W. Cooke, Miss Louise Lupton, Mr. E. J. and Miss Skogmann, Mr. and Mrs. H. Holdmann, Mr. R. Noville, Mr. and Mrs. L. B. Sebastian, and Mr. E. G. and Miss Sebastian.

WEST COUNTRY LONGEVITY.

Of seven persons entered in the churchyard at Tazewell, Tipton, Devonshire, since February 8 only one failed to reach four score years, the total amounting to 602 years. The seven were:—February 8, 1910, Margaret Couch, aged ninety years; March 18, Mary Cole, eighty-four; March 20, Mary Jane Edger, eighty-three; April 5, John Toulton, eighty-two; April 15, John Cole, eighty-one; May 15, Jane Lakin, seventy-nine; May 15, Lillian Lakin, seventy-eight.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tonnage	Gun	H.P.	Commander	Last report at
Alcester	despatch vessel	1850	2	9000	Comdr. Archibald Cochran	Wahaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. G. Frithard	Shanghai
Drumhead	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Hongkong
Cadmus	coast	1070	6	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Ohio	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Hongkong
Fame	torpedo boat destroyer	360	—	5700	Lt.-Comdr. R. Wilkinson	Shanghai
Flora	cruiser, 2nd class	4360	10	7000	Capt. M. R. Hill	Wahaiwei
Hampshire	cruiser, 1st class	10,850	10	20,800	Capt. G. F. Corbett, M.V.O.	Shanghai
Kinsh	river gunboat	118	4	1200	Lt.-Comdr. H. D. Marryat	Kaiguan
Marlin	aloop	1240	—	—	Capt. F. C. O. Pao	Lahuan
Mingaur	cruiser, 1st class	14,600	—	27,000	Capt. H. B. Kiddle	Wahaiwei
Monmouth	cruiser, 1st class	9800	—	24,000	Capt. E. E. F. Bartolot	Wahaiwei
Moochen	river gunboat	180	2	800	Lt.-Comdr. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Fowler	Wahaiwei
Nightingale	river gunboat	85	2	240	Lt.-Comdr. Malcolm Murray	Yangtze River
Otter	torpedo boat destroyer	350	6	8300	Lt.-Comdr. R. Wilkinson	Canton
Ribble	torpedo boat destroyer	350	6	8300	Lt.-Comdr. E. J. G. Mackintosh	Wahaiwei
Rosario	depot ship, submarines	950	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	25	2	240	Lt.-Comdr. N. A. S. Hutton	West River
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Snake	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Hongkong
Taku	torpedo boat destroyer	350	6	8300	Commodore R. H. Anstruther, C.M.G.	Hongkong
Tamir	receiving ship	4550	—	—	Comdr. Hon. G. Stopford	Upper Yangtze River
Tal	river gunboat	130	2	600	Lt.-Com. H. R. N. Cottrill-Dormer	Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Comdr. Maxwell	Wahaiwei
Uk	torpedo boat destroyer	350	6	8300	Lt.-Com. Boddam-Whetham	Wahaiwei
Virago	torpedo boat destroyer	350	6	8300	Comdr. Seymour	Wahaiwei
Welland	torpedo boat destroyer	350	6	8300	Lt.-Comdr. R. Neville	Upper Yangtze River
Whiting	river gunboat	185	2	800	Lt.-Com. J. U. F. Borrett	Yangtze River
Woodcock	river gunboat	185	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	185	2	800	Lt.-Comdr. Lloyd	Yangtze River
C.38	submarine	—	—	—	Lt.-Comdr. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. G. Himes	Hongkong
C.36	submarine	—	—	—	Lt.-Comdr. R. K. O. Pope	Hongkong
C.35	torpedo boat	—	—	—	Lt.-Comdr. Stanley	Hongkong
C.34	torpedo boat	—	—	—	Lt.-Comdr. Stilesman	Hongkong
C.33	torpedo boat	—	—	—	Lt.-Comdr. Nicol	West River
C.32	torpedo boat	—	—	—	Lt.-Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jarram, C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and description	Tonnage	Gun	H.P.	Commander	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nante	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Darcel	Hongkong
Kiebitz	French armoured cruiser	9710	12	19,800	Capt. Gouta	Hongkong
Decade	French gunboat	545	10	1200	Lt.-Comdr. Vaudier	Saigon
Argus	French river gunboat	180	6	970	Lt.-Comdr. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lt.-Comdr. de Villiers	Canton
Paiba	French gunboat	130	—	—	Lt.-Comdr. Collin	Tongkin
Doudard de Lagree	French gunboat	—	—	—	Lt.-Comdr. Dupuy Dutaup	Tongkin
* Flagship of Rear-Admiral Collet de Kerillis, Commander-in-Chief, the French China Station.						
L'Yux	French sub-marine	—	—	—	Lt.-Comdr. Beldin	Saigon
Protee	French sub-marine	—	—	—	Lt.-Comdr. Guillaumet	Saigon
* Syz	French armoured gunboat	1798	10	1700	Lt.-Comdr. Guillaumet	Saigon
Fronda	French destroyer	850	7	308	Lt.-Comdr. Anzures	Saigon
1 barville	French destroyer	—	—	—	Capt. de Feigla-Boussac	Hongkong
Pistole	French destroyer	130	7	800	Comdr. de Marquessac	Saigon
Monarque	French destroyer	307	6	800	Comdr. de Marquessac	Saigon
Manche	French surveying ship	1023	10	8000	Comdr. Volzin	Saigon
* Flagship of Capt. (Commodore) Boudin, Commanding the local defence Indo China.						
Emden	German cruiser	3800	23	13,500	Capt. v. Rostoff	Swatow
Gaussen	German armoured cruiser	11,800	36	25,000	Captain Brunnings	Tientsin
Illis	German gunboat	900	12	1300	Comdr. v. Gubner	Shanghai
Jaguar	German gunboat	600	12	1300	Comdr. Vanzelow	Tientsin
Leopold	German gunboat	8356	24	11,000	Capt. Behnke	Tientsin
Loche	German gunboat	900	10	1300	Comdr. Benckmann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mönchberg	Hongkong
Otter	German river gunboat	11,000	26	25,000	Capt. Hising	Yangtze River
Scharnhorst	German flag ship	11,000	26	25,000	Capt. Hising	Tientsin
S. 90	German torpedo boat	400	8	6500	Capt. Lieut. Barrenburg	Tientsin
Taku	German torpedo boat	280	4	6000	Obst. v. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1300	Comdr. Böcker	Tientsin
Tingtau	German river gunboat	223	4	500	Capt. v. Frhr. Speth v. Schulenburg	Canton
Vaterland	German river gunboat	223	4	500	Obst. v. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Pionardi	Shanghai
Admiral	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patric	Portuguese gunboat	700	—	—	Captain José de Carvalho Ochoa	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name	Class	Tonnage	Gun	H.P.	Commander	Last report at
U.S. submarine	U.S. submarine	—	—	—	Ensign J. McC. Murray	Cebu

DRINK
Pyeris
AND LEARN HOW TO
SMILE
Pyeris
PURE AND REFRESHING
A. S. Watson & Co. Ltd.
Hong Kong

VICTOR VICTROLA

IS WITHIN THE MEANS
OF ALL

Price from \$35.



NONE GENUINE
WITHOUT THE DOG MARK.
SEE THAT YOU GET IT.

EXCLUSIVE DISTRIBUTORS.

MOUTRIE'S

Powell's

TELEPHONE 346.

LADIES' SUMMER UNDERWEAR.

Fine Ribbed
White Lisle Thread Vests.

Low Necks
without Sleeves

\$1.25 each.

AN IDEAL VEST FOR
SUMMER WEAR.

Wm. Powell, Ltd.

THE EDWARD DISPENSARY,
C. KAMMING & Co., Ltd.
Chemists and Druggists

GREAT REDUCTIONS IN
PRICES.
PRESCRIPTIONS ACCURATELY
DISPENSED.

62A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 20, 1912

change of government had been effected with the minimum of bloodshed, reflected some credit on the moderation of the party in power, and in due course, the diplomats accredited to the fallen monarchy were instructed to recognize the Republic. But all the hopes which might have been entertained of a sane administration of affairs were clouded when it became obvious that the Government was indifferent to the general state of the country, confining its operations to the capital, which thus became the centre of opposing groups of juggling politicians. But from the midst of this confusion one power has risen supreme. A secret society had organized the assassination of King Carlos and his son, and this nucleus, during the two years which elapsed before the revolution of 1910, grew and developed into the body of the men now known as Carbonarios, who may be fitly described as practical anarchists.

Carbonarios occupy the highest posts in the Government, we are told, and hold complete sway over the destinies of the country.

Among the prominent patrons of this society are the present Prime Minister, the Minister for Foreign Affairs, and other members of the Government. The editor of *O'Mando*, the principal organ of the Democrats, is one of its high officials. The roll call is said to number at least 32,000, and every member is pledged by oath on initiation to kill by pistol, poison, or dagger any person whose removal has been decided on at headquarters. As is usual with all such bodies, the names of the head centres are unknown to the rank and file. These "groups of defence" to use the high-sounding name bestowed upon them by their chiefs—are content to do their sinister work for a consideration of 4s. a head per day; and, in order to justify their existence they are bound to manufacture crime if none can be discovered. Patrolling the country in bands, they forcibly enter private households, bribe the servants to make false depositions, arrest the masters, and drag them amid the opprobrious insults of the mob to the police-stations, whence they are promptly consigned, without trial or investigation, to the nearest prison. The terrible efficiency of the Carbonarios is the most formidable asset in the possession of the present Government, and proved an effective instrument in crushing the Royalist rising of 1912.

Political prisoners, after being conveyed to the convict island of Trafalgar, are subjected to every hardship—sometimes to starvation and death. A typical example of Government methods is the fate of Father Henriquez, a curate of the Cathedral at Lisbon, who was ordered by his physician to go abroad for treatment at the baths and set out on board the mail steamer *Araragua*, a British vessel. He was arrested and taken from the ship, and the Duchess declared that when the British authorities inquired into the matter the priest was released on being proved to be a perfectly innocent man. But this writer adds:

"In order to justify the arrest and imprisonment of the absolutely innocent Father Henriquez, the Carbonarios asserted that he had been seen speaking to Portuguese refugees in Spain, and from this evolved a lurid 'Jesuit conspiracy,' particulars of which were furnished by them to the news agencies. On the 10th of August it was announced that:

"A Portuguese Jesuit was arrested yesterday on board the English liner *Araragua*. The Jesuit had taken his passage at Vigo for Brazil, and documents were found upon him proving him an agent of Father Henriquez, the well-known Jesuit leader. A complete plan for the invasion of Portugal has been discovered, and with it a list of all the monarchist conspirators, many of whom are officers now in service. The Jesuit had been commissioned to travel with the object of increasing Royalist propaganda, and of collecting the necessary funds for the purchase of an armoured cruiser."

"This dramatic paragraph, it may be incidentally remarked, is the class of fiction in which the Carbonarios excel, and for the composition of which, as has been already stated, they receive a steady wage. Confinement in his cell for seven months, proved fatal. He was released in March, 1912, but died in the early autumn. As this writer says:

"His release came too late. The prison hardships—cold and damp, bad food, insanitary conditions, and indescribable misery and discomfort—had so reduced his strength that he did not live quite seven months longer. His death was caused by rapid consumption, contracted in the damp cell at Trafalgar, and he is only one of many martyrs. His old father, died the same day, a few hours afterward, from grief and shock; and his brother's health has been seriously impaired by nerve-strain and acute distress in contemplation of so much undeserved and cruel suffering."

"It must not be supposed that the case given above is an exceptional one; on the contrary, it is absolutely typical. During my recent visit to the Lumbroso Prison in Lisbon, I listened to narratives from the prisoners of an equally tragic character. 'Political prisoners have to buy their own food, a system that aggravates

the hardships of the jail. In the case of Father Henriquez, the Carbonarios, in Trafalgar, he often went without anything to eat, inasmuch as whenever there was a storm and the boat from Lisbon was delayed or could not cross—a very frequent contingency in winter—no food arrived, and the prisoners practically starved. Tuberculosis, rheumatism, feverish complaints, and skin diseases were rife among them in consequence of their incessant hardships."

The Duchess, who is something of an Elizabeth Fry as well as a highly educated and advanced woman of the day, visited also the political prisoners in their cells at Oporto, Coimbra, Chaves, Braga, and elsewhere, even to "the foul and sunless dungeons of the military castle of San Jorge, in Lisbon." But she found that "the prisons in the provinces, were graphically described to me as representing the Ritz and Carlton Hotels contrasted with a wayside outhouse."

The whole of Portugal is under the Carbonarios, and lies fettered by Jacobinism as by iron chains. Who is to deliver the people of the land excepting England? As the Duchess earnestly, almost passionately, exclaims:

"What power, it may be asked, is strong enough to break the chain which holds it captive? Will it be a man? Or will it be a measure? Will it be the overthrow of the Republican Government, or can a large scheme of reform rekindle the hope which shone bright in its earlier days? Some statesmen, well versed in the history of nations, expect a return—though perhaps at a distant period—of the full monarchy. Others look forward to a renascence on lines such as Europe has seen in the recent history of the great French Republic. Whatever may be the issue of a situation still shrouded in gloom and sorrow, some practical points emerge."

"The disbanding of the Carbonarios by the withdrawal on the part of the Ministry of all official recognition must be the initial step. A general amnesty of all the political prisoners, whether awaiting trial or already condemned, would then be received throughout the country with enthusiasm."

"Is it not just and right that England, in the name of her old friendship for Portugal, should demand and obtain these quantities of further reform?"

The views of the Duchess of Bedford are shared by influential sections of the French press, says the *Literary Digest*. The *Soleil*, monarchist and ultra-monarchist, confirms all that the writer in the English review says about the Portuguese Government, and regrets that France, being Republican, lost her power of intervening when she chose the non-monarchical consequences of the revolution. To quote the editorial referred to:

"If to-day the Portuguese Carbonarios ravage at their pleasure the kingdom that Dom Manoel (alás!) defended so badly, this reign of iniquity is the direct consequence of our defeat in fighting for a monarchy. A Monarchical France would long ago have delivered Portugal from its tyrants and officers. A Republican France is unsharply condemned to compromise with the persecutor and spoilers of honest people."

NEWS OF THE DAY.

Two cases of plague reported yesterday being the total for the year to 200.

To day the Chinese celebrate Tien Kuan, which, the feast of Heavenly Gifts.

The cost of the late Mr. J. Pierpont Morgan's funeral from his house to the grave was, it is said, over £100,000.

The silk shipment ex O. S. K. str. *Parada Maru* which sailed hence on the 5th May, was delivered in New York on the 4th July, a.m.

The cargo of raw silk shipped on board the s.s. "Polynesian," which left this port on the 20th May, was delivered at New York on the 5th July.

Negotiations which have been taking place at bottom recently to bring about a settlement of the matrimonial differences between a Duke who is looming very largely in the public eye just now, and his Duchess, have, according to the *Reve* of the World, proved fruitless. It is, indeed, more than probable that the case will shortly be entered in the lists, and the verdict of the courts taken. Mr. F. E. Smith, K.C., M.P., is acting for the Duke, and Sir Edward Carson, K.C., M.P., has been briefed in the interests of the Duchess. Much curiosity is evoked as to the nature of the case. Our London contemporary is in a position to say that the petitioner will be the Duchess.

CRAMP COLIC.

No need of suffering from cramps in the stomach or intestinal tract. Chamberlain's Colic, Cholera and Diarrhoea Remedy never fails to relieve the most severe cases. It is to-day, there will be no time to wait for relief after the attack comes on. For sale by all Chemists and Storekeepers.

NEWS OF THE DAY.

One case of plague is reported to-day.

The French Mail of the 3rd Jude was delivered in London on the 8th July.

A cake in the form of a battleship, which was presented to Mr. Josephus Daniels, the secretary of the United States Navy, on his birthday, had fifty-one candles protruding from its sides like guns.

A scheme is on foot in Tokio to make the whole of Hakone, famous for its hot springs and scenic beauty, the national park of Japan. Investigation is being made by the authorities concerning the project.

From a schoolboy's essay on soap—"Soap is a kind of stuff made in cakes what you can't eat. It smells good and tastes off. Soap always tastes worse when you get it in your eye. Father says Eskimos don't never use soap. I wish I was an Eskimo."

At the Marine Court to-day Commander Basil Taylor, R.N., J.P., fined a cargo boat owner \$3 for obstructing the P. & O. wharf. At the same Court the master of a fishing boat, was fined \$2.50 for anchoring in the Sulphur Channel—a direct approach to the anchorage.

At the Magistrate's Court this morning before Mr. Melbourne, a Chinese washerman's collector was charged with stealing a pair of cuff links from Dr. Fitzwilliam's house, the Peak. One of the links was recovered and after hearing the evidence Mr. Melbourne discharged the defendant on the ground of insufficient evidence.

Baron Kato, in a speech which he delivered at the Bankers' Club, Osaka, on his return from China, said that undoubtedly there was considerable room for Japanese merchants in China, but there was no room for Japanese immigrants. He deprecated the idea of Japanese undertaking the construction of railways, because whoever built them Japanese trade would benefit. Everywhere friendly feelings towards Japan were shown. This was due to the influential positions occupied by Chinese who had formerly been students in Japan.

The many friends in Hongkong of Mr. Duncan Clark, of Messrs Lane Crawford and Co., will sympathize with him in the loss of his brother in a boating accident at Barnmouth, North Wales, last month. The deceased, who was on holiday at Barnmouth, had gone out for a sail with a local boatman but on account of rough weather they decided to return. In rounding the most exposed part of the strait the unfortunate gentleman and carrying him overboard. The body had not been recovered within a week after the occurrence. Mr. Duncan Clark at the time was at Westcliffe-on-Sea, Essex.

There was a largely-attended Mixed White Drive at the R.A. Theatre last night. Master-Gunner May presided over a committee consisting of Sergts. Lear, Quartermaster, Hare, and Cambridge, and their efforts were rewarded by a successful evening. Master-Gunner May presented the prizes to—Ladies, 1st, Mrs. Edger; 2nd, Mrs. Quartermaster; 3rd, Mrs. Wall; 4th, Mrs. Rasmussen; Hidden number, Mrs. May; Booby prize, Miss Johnston. Guns, 1st, P. O. Davy, R.N.; 2nd, Staff Sergt. Foster, A.O.O.; 3rd, Chief Writer, Kilt, R.N.; 4th, Q. M. Sgt. Elliott, D.C.L.I.; Hidden number, Sergt. Cambridge, R. G. A.; Booby prize, Mr. Moran.

SOCIAL AND PERSONAL.

The appointment of Engineer Lieutenant G. Hick, R.N., to H.M.S. *Miscellan* is announced.

Mr. J. P. Pennefather, of the Survey Department, Penang, is going on two months' leave to Singapore, preparatory to his retirement from the service.

The Hon. Dean O. Worcester has resigned his position in the P.L. Civil Service to take the appointment of assistant secretary to the American Philippine Company.

Mr. William Boyd Cooper, F.R.C.S., of Peking, has been appointed by the Chinese Board of Finance to the position of Chief Auditor of the Chinese Government Salt Revenue.

Surgeon Benjamin W. Brown, U.S. Public Health Service, has been ordered to Yokohama for duty. Dr. and Mrs. Brown will leave by the s.s. "Shinyo Maru" next Saturday.

Captain Johnson, the veteran skipper, late of the *Meina*, was married to Miss Mary Lee, of Kiamoting, at the Roman Catholic Church, Taiping, on 30th ult. The happy pair motored to the church where Mr. A. Read, of the Revenue Department, gave away the bride. The Misses Hendricks were the bridesmaids.

At St. George's Church, Penang, on Tuesday, the wedding was celebrated of Mr. C. G. Muller, Hindu magistrate, and Miss Berendina, who arrived from home by the P. and O. *Narva*. The Rev. P. G. Swindoll, Colonial Chaplain, officiated at the ceremony, which was of a very quiet description. The bride was given away by the Resident Commissioner, the Hon. W. Evans, and Mr. Sugden acted as best man.

LEGISLATIVE COUNCIL.

To Prevent Piracies.

IMPORTANT BILLS.

Several important Bills are upon the paper for 8th reading at the meeting of the Legislative Council to-morrow afternoon. The Hon. Attorney-General will introduce measures to amend the New Territories Regulation Ordinance, 1910, the Tramway Ordinance, 1902, and a Bill to extend the provisions of the Steam Launch (Protection against Piracy) Ordinance, 1900, to certain classes of steamers. The foreign coinage prohibition Bill is down for third reading.

The following question is down in the name of the Hon. Mr. E. Shollin:—Will the Government state what steps they are being taken to carry out the terms of the Resolution adopted by Council in May, 1912, regarding the desirability of establishing public bathing places at the Eastern and the Western extremities of the town and for which purpose the sum of \$2,000 was provided in the Estimates for this year?

PANAMA-PACIFIC EXPOSITION.

Attractions at the Great Gate of 1915.

We have received from the San Francisco Overland Route some additional information in regard to the Panama-Pacific International Exposition to be held at San Francisco in 1915.

One of the most interesting events in connection with the exposition will be a motor boat race from Sandy Hook and Chicago to the Golden Gate. This will be the longest race on record and will be the longest voyage ever undertaken by power boats. So far, two reputable firms have decided to run boats of their manufacture. These are the *Legow Manufacturing Company*, of Cleveland, Ohio, and the *Winton Gas Engine Company*, of Cleveland. Considerable interest has been aroused among builders and motor boat enthusiasts and the prospects are that the race will be one of the most notable events in history. The route taken will be from Chicago to the Mississippi River, thence to the Gulf through the Panama Canal to the Golden Gate and also from Sandy Hook through the Canal.

Willow Tower, one of the land marks of China, which is situated a short distance from Shanghai, is to be reproduced in the conspicuous section of the exposition by leading Chinese merchants, at a cost of \$100,000. The concession calls for a tea garden, restaurant, Chinese theatre and the sale of souvenirs and articles of the Orient. On the main floor of the pagoda will be a display of Chinese wares and manufactures. It is planned to import expert workmen in their silver, carved, ivory, jade and metal and these workers will prepare articles on the premises. These alone will be an extremely interesting exhibit. A Chinese theatre will be an interesting feature and a troupe of Chinese actors will be brought from China to produce some of the famous dramas of the new Republic. On the second floor will be a tea garden. The decorations and furnishings will be original and Chinese girls in native costumes will serve tea to visitors. It will be in the form of a roof garden and will be one of the attractions on the exposition grounds.

Electricians are now planning for the construction of the largest searchlight in the world which the Mount Tamalpais Railroad intends to install on top of Mount Tamalpais as an added exposition feature. It is hoped that the rays of the powerful light will reach across the Golden Gate and tip the mountain tops for miles around, and that they will also illuminate the 1915 exposition grounds. A local firm of electrical engineers are at present making a searchlight fitted with a powerful arc lamp and a lens capable of throwing a beam of light to a distance of 100 miles. The searchlight will be mounted on a 100 foot square spot at a distance of nine miles from the lens. Thru into the sky a beam from this lamp will be seen 100 miles distant, and objects will be illuminated at a distance of ten to twenty miles. The searchlight will have a range of at least twelve miles and will be sufficient to blind a man at this distance.

MR. HENRY KEWICK, M.P.

to reside at Traveller's Wood.

Mr. Henry Kewick, M.P., who recently has been living in London, has purchased Tyrrel's Wood, a well-known and beautiful country seat near Leatherhead, Surrey. Mrs. Kewick has lately been staying at Cowhill Tower, Dumfries, Scotland.

Tyrrel's Wood is a very lovely seat situated about one-and-a-half miles from Leatherhead Station. Situated over 300 feet above sea level, the house commands a magnificent view of the country all around, including Ramore Common and Epsom Downs. The house is of red brick, and contains twenty bed and dressing rooms, a drawing room, over 35 feet in length, and an oak parlour over 25 feet long. There is a fine entrance hall with oak panelling. Mr. Kewick has purchased a lot of 250 acres of the land surrounding the house. The grounds are exceptionally beautiful, and contain many fine specimens of trees. Mr. Kewick will probably keep his residence in about six months time.

CAUSES AND CURE FOR DIARRHOEA.

DIARRHOEA, a change in the temperature of the body, is one of the most common causes of the disease. It is caused by Chamberlain's Colic, Cholera and Diarrhoea Remedy, these bowel disturbances promptly. For sale by all Chemists and Storekeepers.

H.M. CONSULAR COURT, TIENTSIN.

TIENTSIN, June 20.

Rafael W. McVick, Esq., Acting Consul-General.

Rex v. S. C. Clayton.

Sydney Charles Clayton, was charged with having forged and uttered an amount on a bank cheque, thereby defrauding the Hongkong and Shanghai Banking Corporation of \$18.

Mr. Brown, the Registrar, who prosecuted, said the proceedings were taken under section 43 of the Forgery Act, 1861. He proposed to call witnesses to show that the prisoner recently arrived in Tientsin, had said he was a mining engineer, that he tried to get employment in the railway department, and that eventually he was short of funds. Finding, however, that the banks would not cash cheques without endorsement of some, notably, resident, he turned to the acquaintance of Mr. Shoppard and asked him to endorse a cheque. This Mr. Shoppard refused to do but gave him, however, a note of introduction. It would be shown that the prisoner forged Mr. Shoppard's name to the endorsement and on the strength of the signature received the sum of \$18 on it.

Mr. Percy Augustus Shoppard, clerical assistant in the Chief Assistant Engineer's department, Chinese Government Railways, deposed that on June 16 the prisoner called at the office and in conversation with him said that he had been on the Burma Railways and had come straight from there. He said he was looking for work on the Chinese Government Railways.

On June 21, after the defendant had interviewed Mr. Cox, the head of that department, witness had a conversation with him in the course of which he produced a cheque drawn on the Calcutta branch of the Hongkong and Shanghai Bank. He asked witness to endorse it as he said, they could not get it cashed without endorsement. Witness refused. Prisoner then asked witness to give him a call to the Hongkong and Shanghai Bank, and the request was complied with. The cheque and the bill were shown to witness, who said the signature on the cheque was not his own. As far as his recollection went the cheque the prisoner showed him was for Rupees 440.

Mr. Hewlett: Have you any question to ask the witness?

Prisoner: No; what Mr. Shoppard says is quite true.

Mr. Douglas H. Mackintosh, agent of the Hongkong and Shanghai Bank in Tientsin, said he first saw the prisoner on June 21. A card was sent into his office bearing the name of S. C. Clayton. The prisoner came in and brought a letter of introduction from Mr. Shoppard. The letter simply introduced to him that name and stated that the prisoner was anxious to obtain employment. The letter made no mention of a cheque or any other matter. The prisoner then produced a cheque for either 440 or 400 rupees, the witness could not recollect which. He could not swear to the signature, although he was told the name as the name. The cheque was drawn on the Calcutta branch of the Hongkong and Shanghai Bank. In the course of the conversation prisoner said he was "in the Mufstons," which witness took to mean that he belonged to the Mufstons Fullers. He refused the request of the prisoner to endorse the cheque because it was not endorsed by anyone locally, and he knew nothing about the prisoner. He was not aware of the fact at the time but the prisoner had been in the office on the previous day and had left a card bearing the name of "A. G. Sinclair."

Mr. Harold Ernest Hunt, an assistant in the Peking Branch of the Hongkong and Shanghai Bank, said that he had first seen the cheque on the morning of Monday, June 23, when it was sent in by the prisoner, whom he recognized. The prisoner handed in his card and said, "Will you please cash this cheque for me?" as the same time handing a card on which was printed, "Mr. A. G. Sinclair, 11, North Street, London, W. The witness said he did not know the name of the drawer, but he cashed the cheque because it bore the endorsement of Mr. Percy A. Shoppard. If Mr. Shoppard's name had not been there he would have insisted inquires or asked for some guarantee.

The charge was then read over to the prisoner.

Asked if he wished to say anything, prisoner, speaking in a low voice, said he was by profession a civil engineer and had been in Burma for the last three years and four months. He left for China on May 11 last, in order to try and get work under the Chinese Government. When he landed at Shanghai he came straight up here and, as Mr. Shoppard had stated in his evidence, he went to the railway office. He had the cheque with him and he thought he would ask Mr. Shoppard to endorse it. He had intended to pay back the money before he left China. He had intended to make a clean breast of it to Mr. Mackintosh, but he had failed at the last moment. He had intended to refund the whole amount before the cheque was returned.

In reply to Mr. Hewlett, prisoner said he had no witnesses to call. He had no friends in Tientsin.

Mr. Hewlett said he would require two sureties of £50 each and would require this prisoner to give personal security for £50.

The prisoner was committed for trial and was removed in custody. P. and T. Times.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about the
DATES named:-

DESTINATION	SHIP	DATE	REMARKS
SHANGHAI, KOBE, YOKOHAMA	NAMUR	18th July	Passage.
SHANGHAI	ASSAYE	17th July	Passage.
LONDON, via Suez, Port Said, PANA, CANTON	CHINA	17th July	See Special Advertisement.
LONDON & ANTWERP	HUNDA	18th July	See Special Advertisement.

All the above steamers are fitted with Wireless Telegraphy.
P. & O. S. N. Co.'s Office.CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER

FOR LIVERPOOL

From Hongkong	From Quebec
EMPEROR OF RUSSIA, Wed. July 16.	EMPEROR OF BRITAIN, Thurs. Aug. 7.
EMPEROR OF INDIA, Wed. July 30.	EMPEROR OF BRITAIN, Thurs. Aug. 28.
EMPEROR OF ASIA, Wed. Aug. 13.	EMPEROR OF BRITAIN, Fri. Sept. 5.
EMPEROR OF JAPAN, Wed. Aug. 27.	ALLAN LINE, Fri. Sept. 20.

Steamships leave HONGKONG at 12.00 Noon.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple
screw 20 knot turbine steamers of 1820 tons gross—the finest, fastest and most
sumptuous on the Pacific.All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic
fleet are equipped with the latest wireless apparatus.
Each trans-Pacific steamer is equipped at Vancouver with a Mail Express
Cabin and as Quebec with Atlantic Mail Steamer as above. The 'EMPEROR
OF BRITAIN' and 'EMPEROR OF IRELAND' are magnificent vessels of 14,500 tons,
over 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON:

First Class	Second Class
EMPEROR OF RUSSIA, 1st Class through port—	EMPEROR OF BRITAIN, 1st Class through port—
EMPEROR OF INDIA, 1st Class through port—	EMPEROR OF BRITAIN, 2nd Class through port—
EMPEROR OF ASIA, 1st Class through port—	EMPEROR OF BRITAIN, 3rd Class through port—
EMPEROR OF JAPAN, 1st Class through port—	EMPEROR OF BRITAIN, 4th Class through port—

MONTAGUE—Intermediate service—First class railway, second cabin
Atlantic, via Canadian Atlantic Port—£43.

Via Boston or New York—£45.

Meals and sleeping car in connection with S.S.
MONTAGUE—£5 additional.Local and through passengers may, if desired, travel by rail between ports of call
in Japan.SPECIAL THROUGH RATES (First Class only) are granted to Missionaries,
members of the Naval Military, Diplomatic and Civil Services of China and Japan
Governments. Full particulars on application to Agents.Through Passengers are allowed 'Stop Over' privileges at the various points of
interest on route.For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Corner Fodder Street and Praya (Opposite Blake Pier).TOYO KISEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION

DESTINATION

SHIP

DATE

REMARKS

HAGA MARU, WEDNESDAY, 16th

COLOMBO, SUEZ AND

ATSUBA MARU, WEDNESDAY, 30th

PORT SAID.

YOKOHAMA MARU, TUESDAY, 30th

YOKOHAMA MARU, TUESDAY, 29th

INABA MARU, WEDNESDAY, 30th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

MIYASAKI MARU, THURSDAY, 7th

RANGOON MARU, MONDAY, 7th

HAKATA MARU, SATURDAY, 12th

BINYO MARU, WEDNESDAY, 16th

NIRIKO MARU, WEDNESDAY, 27th

WEDNESDAY, JULY 9, 1913.

THE CHINA MAIL.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 3 days earlier)	Due London (1 day later)
CHINA	Mon. July 10	Steamer MOLDAVIA	Sunday Aug. 17	Saturday Aug. 23
ASATA	Tue. 11	MAJWA	Aug. 18	Sat. 24
DELTA	Wed. 12	MONGOLIA	Sat. 19	Sun. 25
ARCADIA	Thu. 13	MACEONIA	Sat. 20	Sun. 26
DEVANHA	Fri. 14	MALWA	Sun. 21	Mon. 27
ASSATE	Sat. 15	MOLTAU	Mon. 22	Tue. 28
CHINA	Sun. 16	MOREA	Tue. 23	Wed. 29
DELTA	Mon. 17	MOLDAVIA	Wed. 24	Thu. 30
INDIA	Tue. 18		Thu. 25	Fri. 31

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE, £21.14 RETURN.

2nd SALOON £42.10 SINGLE, £12.14 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSFER) STEAMERS WILL BEAT FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due Marseilles	Due London
GUNDA	July 9	about 15	about 24
SARDINIA	July 23	about 29	about 7
SIMLA	August 6	about 20	about 21
NAMUR	August 20	about 30	about 5
NANKIN	September 3	about 24	about 13
NTANZA	September 17	about 6	about 18
NORE	October 1	about 11	about 19
STILE	October 15	about 25	about 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARE TO LONDON

1st SALOON £50.10 SINGLE, £25.10 RETURN.

2nd SALOON £30.10 SINGLE, £15.10 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. For further particulars apply to

E. A. HEWITT, Superintendent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For SHANGHAI, Kobe and YOKOHAMA

For MARSEILLES, via Ports, ATLANTIQUE, Charbonnel, 15th July, at 1 p.m.

TRANSFERRING ON THE CO'S Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LANTERN, COAST GUARD and BLACK SEA.

Through Tickets to LONDON, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

de-BUSSIERRE, & Co., Agents, QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, Via STRAITS AND COLOMBO.

To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK, & FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) and PORTLAND (OR.)

TAKING Cargo at through Rates to all Europe, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Rotterdam, Hamburg and Antwerp
S.S. SILESIA 20th July	S.S. ALBANY 14th July
S.S. BRISGAVIA 24th July	For Harve, Bremen & Hamburg
S.S. BELGAVIA 28th July	IN GOLDENFELD 24th July
S.S. SOANDIA 14th Aug.	For Vancouver, Seattle and/or Tacoma & Portland (Or.)
S.S. BENEGAVIA 28th Aug.	S.S. BRISGAVIA 20th July
S.S. UCKERMAR 29th Aug.	For Marseilles, Havre and Hamburg
S.S. LIBERIA 11th Sept.	S.S. PRUSSIAN 28th Aug.
S.S. ARADIA 23rd Sept.	For Harve, Bremen & Rotterdam & Hamburg
	S.S. BERGUDA 29th Aug.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	By	Sailing Date
YATTO	4,000	F. S. McMurtry	Manila, Mangarin	WEDNESDAY, July 10, at 4 p.m.
RUBI	4,000	J. Miller	Manila, Mangarin	SATURDAY, July 13, at 4 p.m.

Electric Light and Fans in every Cabin. Competent Stewards carried.

For freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

SHIPPING

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.O., SEATTLE and TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

From HONGKONG. Connecting with For Rates and further information, apply to THE BANK LINE, LIMITED, Managing Agents.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE. THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO. Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Is only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.O. and TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
'SEATTLE MARU'	T. Saito	Thursday, 10th July at 1 p.m.
'MEXICO MARU'	N. Kobayashi	Friday, 12th July at 1 p.m.
'OHIO MARU'	S. Namoto	Wednesday, 10th Aug. at 1 p.m.
'CANADA MARU'	E. Horie	Thursday, 20th Aug. at 1 p.m.
'TACOMA MARU'	T. Hamada	Thursday, 4th Sept. at 1 p.m.
'PANAMA MARU'	T. Kaneko	Wednesday, 17th Sept. at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Bills, Transits and Parcels. Special attention given towards Express connections.

JAPAN BOMBAY LINE. For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leave
'LUZON MARU'	H. Yamamoto	Tuesday, 26th Aug. at 4 p.m.
'SAIGON MARU'	T. Yamaguchi	Friday, 22nd Aug. at 4 p.m.
'INDU MARU'	M. Nemoto	Saturday, 30th Sept. at p.m.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

For ANPING & TAKAO via SWATOW & AMOY.

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government.

MONTHLY FAST SERVICE TO TRIESTE (VENICE). Via Straits, Colombo, Aden, Suez, Port Said.

S.S. KOEHLER, 9000 tons, will leave at above, on 15th July, at 4 p.m.

Special accommodation for 1st and 2nd Class passengers; no tips, no inside Calais, Doots, Stewards' money, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £16, 3rd £12.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE). Via Straits, Colombo, Aden, Suez, Port Said.

S.S. E. F. FERDINAND, 12000 tons, will leave at above about 15th July.

These Steamers, of large tonnage and fitted with comfortable sea class accommodation for Saloon passengers, no tips, no inside Calais, Doots, Stewards' money, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £24.

RAILWAY FARES: Trieste-London. By Simplon Express.

Via Venice, Milan, Simplon, Lugano, Paris, Calais, Boulogne, Class I £24, II £14.

Via Venice, Milan, St. Gothard, Lucerne, Basle, Lyon, Calais or Boulogne, Class I £24, II £14.

Via Vienna, Cologne, Brussels, Calais, Boulogne, Class I £24, II £14.

Via Munich, Cologne, Frankfurt, Calais, Boulogne, Class I £24, II £14.

TO SHANGHAI: S.S. BOHEMA, 7900 tons, will leave at above 1st Aug. at 4 p.m.

FARES: Hongkong-Shanghai, 1st Cl. £5, 2nd £4, 3rd £3.

TO KOBE, VIA SHANGHAI, YOKOHAMA. S.S. VOEWARTS, 12900 tons, will leave at above about 15th July.

Cargo taken at through rates to all ports in Australia, Levant, Black Sea and Danube, also North and South America.

SANDER WIELER & CO., Agents, Prince's Building.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

For SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, STONEY & MELBOURNE.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship ROBE.

The above-mentioned vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading to counter-signatures, and to take immediate delivery of cargo from the vessel.

Cargo remaining undelivered on FRIDAY, 17th inst., at noon will be landed at Consignees' risk and expense.

Cargo remaining undelivered: TUESDAY, July 15th, 1913, at noon will be added to landing charges be subject to storage charges.

No Fire Insurance whatever will be effected on cargo unless accompanied by short delivery note or bill of exceptions taken at the time of delivery to Consignees and signed for on behalf of the Pacific Mail S.S. Co.

All claims must be made on or before August 1st, 1913, otherwise they will not be recognized.

O. H. RITTER, Acting Agent.

Hongkong, July 8, 1913.

'BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. SATSUMA.

FROM NEW YORK.

CONSIGNEES OF Cargo are hereby informed that the 'all' Goods and being landed at the 'all' risk, the Consignees of Goods at Yokohama, Kobe and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th inst. 1913 will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th inst., of that will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown where they will be examined on the 14th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by DODWELL & CO., LIMITED.

Hongkong, July 7, 1913.

THE CHINA MAIL COMBINED COLOURED TYPHOON MAP & GUIDE

showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents

From the CHINA MAIL Office.

Vessels Advertised as Loading.

DESTINATION, VESSEL, AGENTS, DATE OF LEAVING.

Australia Ports, Eastern, Gibb Livingston & Co., July 19, at noon.

Boston & New York, Eastern, Gibb Livingston & Co., July 19, at noon.

Kobe & Yokohama, Eastern, Gibb Livingston & Co., July 19, at noon.

Manila, Eastern, Gibb Livingston & Co., July 19, at noon.

YOST = = = TYPEWRITERS

NEW MODEL No. 20

VISIBLE WRITING.

Standard Keyboard with Fraction,
up to 16ths suitable for

**MERCHANTS,
ENGINEERS,
BROKERS,
BANKERS,**
etc., etc.

BRIEF MODEL

FOR

**LAWYERS,
ACCOUNTANTS,**
etc., etc.

FRENCH MODEL

For Foreign Correspondence.

Special Monthly Instalments
if desired.

MacEwen, Frickel & Co.,

Have been appointed **SOLE AGENTS**
for the above for South China.

4, Des Voeux Road, Hongkong,
Shamoen, Canton.

HOWARD WATCHES.

THE AMERICAN WATCH OF FINEST QUALITY & HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS **FIXED** AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE TO

THE SOLE AGENTS:

Chs. J. GAUPP & Co.,

ALEXANDRA BUILDINGS, CHATER ROAD.

To-day's Advertisements

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the season will be held at HARRY VALLEY on SATURDAY, the 12th July, 1913, commencing at 11 a.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club. Soldiers and Sailors in uniform Half Price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secy. & Treasurer.

Hongkong, July 9, 1913. 358

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

the 12th July, 1913, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House St.,
SUNDAY CAMP EQUIPMENT,
1 large Canvas Tent,
2 sets Saddle Complete.

And
A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE,
And ONE GENT'S BICYCLE.

Terms—As usual.

HUGHES & HUGHES,
Auctioneers.

Hongkong, July 9, 1913. 359

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

the 12th July, 1913, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A LARGE QUANTITY OF CIGARS.
Various Brands.
Guaranteed in Good Condition.

Terms—As usual.

HUGHES & HUGHES,
Auctioneers.

Hongkong, July 9, 1913. 361

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

PEOM CALOUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Namang*,
having arrived from the above Port
of Call, is to be loaded by her cargo
on board after 4 p.m. on the 10th inst.
will be loaded at Consignee's risk and
expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATTHEW & Co., Ltd.
General Managers.
Hongkong, July 9, 1913. 360

EXCHANGE.

Hongkong, July 9, 1913.

On London ... 1/11 1/2

On demand ... 1/11 1/2

On 30 days sight ... 1/11 1/2

On 60 days sight ... 1/11 1/2

On 90 days sight ... 1/11 1/2

On 120 days sight ... 1/11 1/2

On 150 days sight ... 1/11 1/2

On 180 days sight ... 1/11 1/2

On 210 days sight ... 1/11 1/2

On 240 days sight ... 1/11 1/2

On 270 days sight ... 1/11 1/2

On 300 days sight ... 1/11 1/2

On 330 days sight ... 1/11 1/2

On 360 days sight ... 1/11 1/2

On 390 days sight ... 1/11 1/2

On 420 days sight ... 1/11 1/2

On 450 days sight ... 1/11 1/2

On 480 days sight ... 1/11 1/2

On 510 days sight ... 1/11 1/2

On 540 days sight ... 1/11 1/2

On 570 days sight ... 1/11 1/2

On 600 days sight ... 1/11 1/2

POST OFFICE NOTICES.

Mails will close for—

SAIGON.
Per *Siam*, at 9 a.m., on Thursday,
the 10th July.

BANGKOK.
Per *Siam*, at 9 a.m., on Thursday,
the 10th July.

PORT BAYARD & HAIPHONG.
Per *Siam*, at 10 a.m., on Thursday,
the 10th July.

JAPAN VIA YOKOHAMA.
Per *Siam*, at 11 a.m., on Thursday,
the 10th July.

BANGKOK.
Per *Siam*, at 11 a.m., on Thursday,
the 10th July.

FORMOSA VIA KEELUNG, JAPAN
Via MOJI, VICTORIA & TACOMA.
Per *Siam*, at 11 a.m., on Thursday,
the 10th July.

MACAO.
Per *Siam*, at 11 a.m., on Thursday,
the 10th July.

SHANGHAI & NORTH CHINA.
Per *Siam*, at 3 p.m., on Thursday,
the 10th July.

PAKHOI & HAIPHONG.
Per *Siam*, at 3 p.m., on Friday,
the 11th July.

SWATOW, AMOY & FOCHOW.
Per *Siam*, at 10 a.m., on Friday,
the 11th July.

STRAITS & INDIA VIA CALCUTTA.
Per *Siam*, at 11 a.m., on Friday,
the 11th July.

TIENSIN.
Per *Siam*, at 11 a.m., on Friday,
the 11th July.

KORROR, YAP, ULLAI, SAIPAN,
POMPEY, KUSAIE,
JALUIT, NAURU, RABAU,
TASMANIA & NEW ZEALAND VIA
SYDNEY.
Per *Siam*, at 4 p.m., on Friday,
the 11th July.

PHILIPPINE ISLANDS, ANGAUR,
YAP, FREEDERICH WILHELM,
HOBE, A. T. U. P. I., SAMAR,
AUSTRALIA, TASMANIA & NEW
ZEALAND VIA BRISBANE.
Per *Siam*, at 8 a.m., on Saturday,
the 12th July.

JAPAN VIA KOBE.
Per *Siam*, at 10 a.m., on Saturday,
the 12th July.

PHILIPPINE ISLANDS.
Per *Siam*, at 1 p.m., on Saturday,
the 12th July.

SHANGHAI & NORTH CHINA.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOBE.
Per *Siam*, at 5 p.m., on Saturday,
the 12th July.

SHIPPING

ARRIVALS.

July 8.

Kanagawa Maru, Japanese str., 3,316,
Y. Kamohira, Kobe July 1. General—
NIPPON YUSEN KAISHA.

Yokohama str., 5,440, H. Forman,
Hamburg May 29, and Singapore July 3.
General—JARDINE, MATTHEW & Co., Ltd.

July 9.

Yamaguchi, British steamer, 2,581, H. E.
Gibney, Calcutta, and Singapore July 3.
General—JARDINE, MATTHEW & Co., Ltd.

Kanagawa, British str., 1,424, W. F.
Richard, Shanghai July 5, and Swatow 8.
General—JARDINE, MATTHEW & Co., Ltd.

Haiyang, British steamer, 1,382, A. E.
Hodgins, Foochow, via Amoy, and Swatow
July 8. General—DOUGLAS STRAITS
CO., LTD.

Laking, British str., 978, G. H. Bowker,
Wohaiwei July 3. General—JARDINE,
MATTHEW & Co., Ltd.

Daiichi Maru, Japanese steamer, 846, S.
Tokushige, Tamsui, via Amoy and Swatow
July 8. General—O. S. K.

Sunda, British str., 2,087, C. E. Irving,
R. N. R., Yokohama June 24. General—
O. S. K. Co.

Anhui, British str., from Canton.
Chinghai, British str., from Canton.
Kwangshai, Chinese str., from Canton.

DEPARTURES.

July 9.

Beikang, for Saigon and Haiphong.
Arden, for Saigon and Haiphong.
Antenor, for Singapore and London.

Sochi Maru, for Swatow and Amoy.
Driver, for Swatow and Amoy.
Edinburg, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.

Belcher, for Swatow and Amoy.
Belcher, for Swatow and Amoy.